

The  
GREAT PACIFIC NORTHWEST  
and ALASKA



UNION PACIFIC SYSTEM

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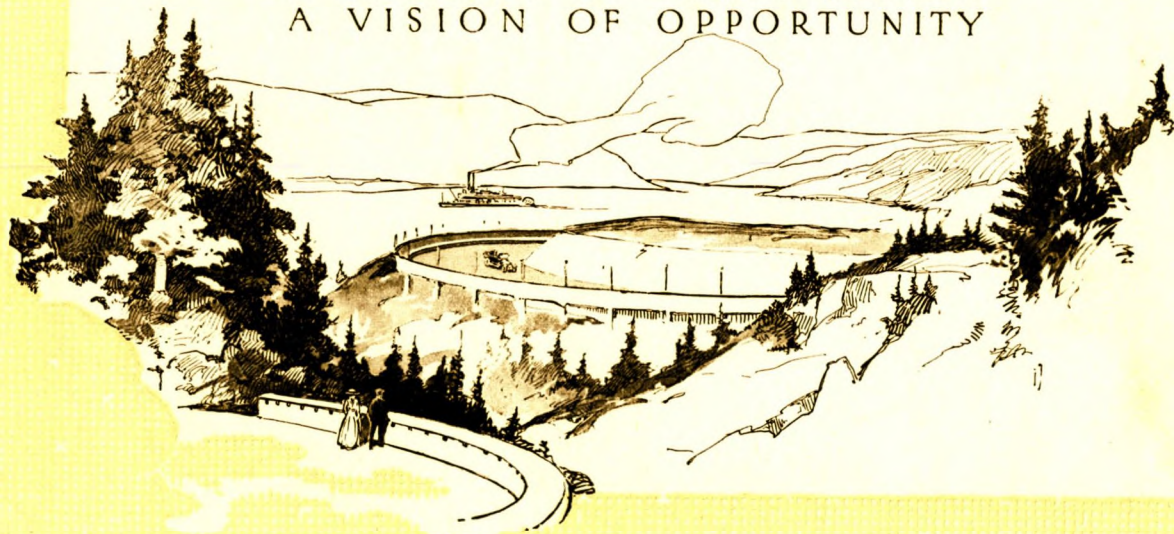
The  
GREAT PACIFIC NORTHWEST  
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*The* GREAT PACIFIC NORTHWEST *and* ALASKA

A PANORAMA OF GRANDEUR  
A REVELATION OF ACCOMPLISHMENT  
A VISION OF OPPORTUNITY



## THE EMPIRE OF THE COLUMBIA

THE GREAT PACIFIC NORTHWEST, in a very accurate sense, is the country of the Columbia River, at first named the Oregon. The Rocky Mountains and their foothills fix this region's eastern boundary. Mountains rich in precious and commercial ores and a highly-fertile volcanic and alluvial soil are its heritage from the ages of mountain-uplift, and fire, and flood and glacier.

The Cascade Mountains, unique in their character of isolated sentinel snow-capped peaks, catch and condense the vapors from the Pacific, dividing this domain into two climate belts—humid to coastward, semi-arid to the east. These climates the Pacific Ocean and the Chinook winds still further modify, so that the mean temperature of the Pacific Northwest is, roughly, that of North Carolina.

This Pacific Northwest was the last and richest wilderness of Continental United States to be molded and developed by the industrial arts of civilization. Alaska remains to be developed, and none can doubt that the progress of

that Territory will be proportionately rapid; for the men who have made actual the potential riches of Oregon and Washington and those who are accomplishing the same thing for Alaska have been post graduates in the hard school of empire-building.

The Columbia River has its source in Eastern British Columbia, near the headwaters, strangely enough, of its tributary, the Kootenay. Here both rivers follow an erratic course, flowing first for hundreds of miles in opposite directions, as determined by the mountainous contour; then, turning through other mountainous valleys, they completely enclose a huge diamond-shaped region and finally flow together. Thence, in leisurely fashion (circuitous, that is to say, for the Columbia descends 2,500 feet in the 1,400 miles of its course) this remarkable stream traverses all eastern Washington, forms a portion of the Oregon-Washington boundary, and, gathering volume from the drainage of the Blue Mountains and the Cascades, finally debouches, in a broad estuary, into the Pacific.

This new world within the older New World, drained and watered by the Columbia system of rivers, is "The Great Pacific Northwest." How vast it is, how magnificent its scenery, how incomparable its resources, how wide the horizon of its future, is beyond the untraveled conception of not a few citizens of America. Nor is this booklet designed or calculated to go far toward giving such a conception.

A railway publication cannot take the place of the histories, or the gazetteers, or the atlases. And the histories, and the gazetteers, and the atlases cannot take the place of travel. The mountains call you. The forests—the shadowy lakes and rivers—the cataracts, and pools, and trout-streams—the pinnacle-crags, and the canyons and glaciers—all call you. Likewise Opportunity invites.

You must see for yourself.

One endless succession of pictures—Nature-painted—is this Great Pacific Northwest to which you are bidden. Since these scenes are beyond description, no attempt is made herein to describe them. Better far, it has been thought, to let photographs do such justice as they may

to the wonders of a country of marvels.

And beyond the Great Pacific Northwest lies Alaska—a hinterland of fabulous wealth.

"The American's place in the scheme of things," says Secretary of the Interior Franklin K. Lane, "is to reveal to the world what can be done in the development of a new country; . . . and when he learns that the Government of which he is a part has within a year opened a town on the far northern shores of the Pacific which already has 3,000 inhabitants, and has driven a railroad nearly forty miles inland toward the Arctic Circle on its way to the coal-fields of the Matanuska and the gold-fields of the Tanana he feels that he, too, is participating in the making of this new world."

Fully to appreciate the possibilities of this "empire in the making," one should visit this last and least-developed Territory.

For the journey, then, this booklet is just a succession of pictured guide-posts. And as we set them up along the scenic Columbia River Route of the Union Pacific System, we perforce shall follow Lord Bacon's Counsel to a Traveler: "Let him not stay long in one city or town—more or less as the place deserveth—but not long."



*Beauty Bay, Lake Coeur d'Alene, Idaho, is reached by trolley train, motor, or on horseback from Spokane (see page 38). This is but one of the wonderland of mountain lakes within easy reach. Nearby are rich silver-lead mines.*



*Mirror Lake, Mount Rainier National Park (see page 42), with its all but perfect reflection of the peak that towers above it, affords perhaps the most picturesque view of the great crater cone, originally a volcano about 16,000 feet high.*

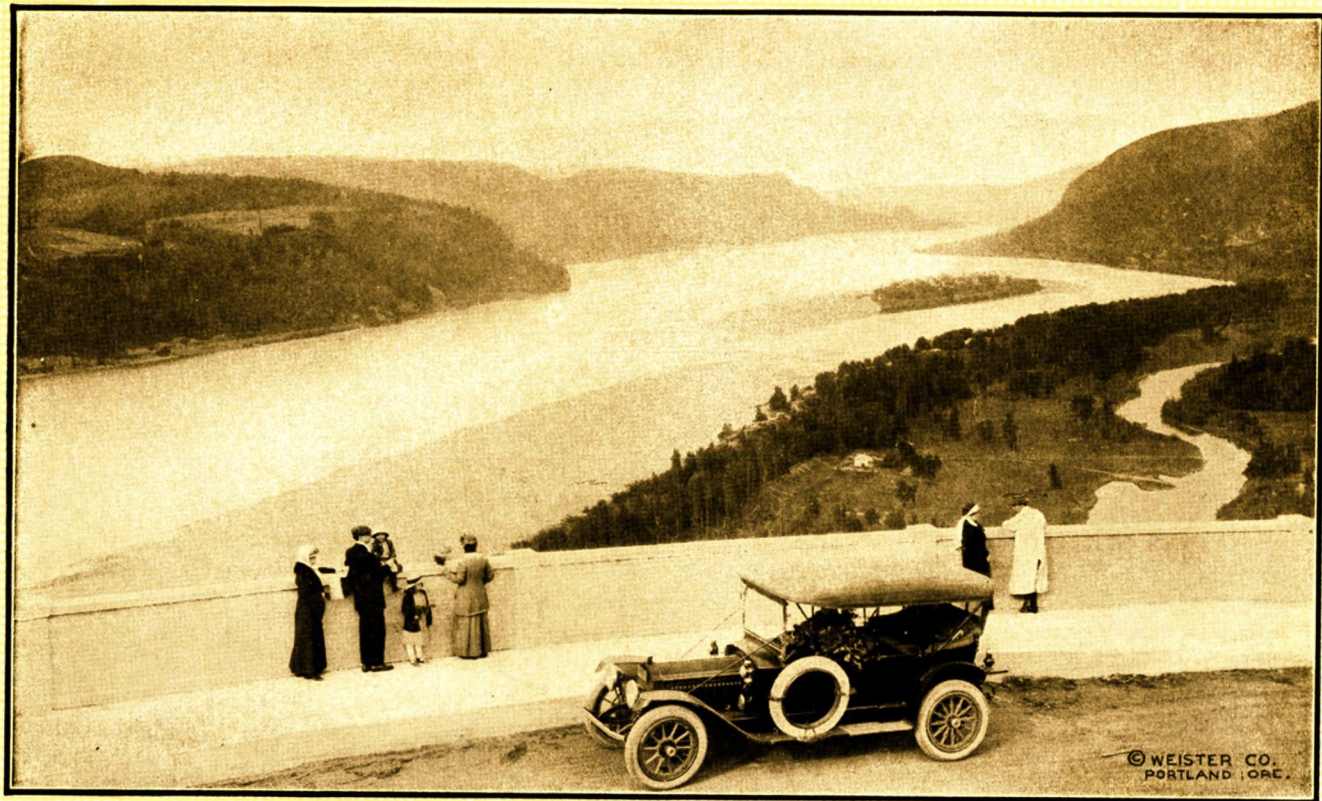




*The Pillars of Hercules*, stately affairs of crystallized rock that rise between the Union Pacific tracks and the Columbia River Highway, are typical of the basalt formations that mark the volcanic origin of the Columbia cliffs.







*Crown Point*, where the Columbia River Highway (see page 40) circles around the crest of the cliff, commands the most sublime view to be enjoyed anywhere in the wonderful Columbia Gorge. This photograph shows the view to the east.





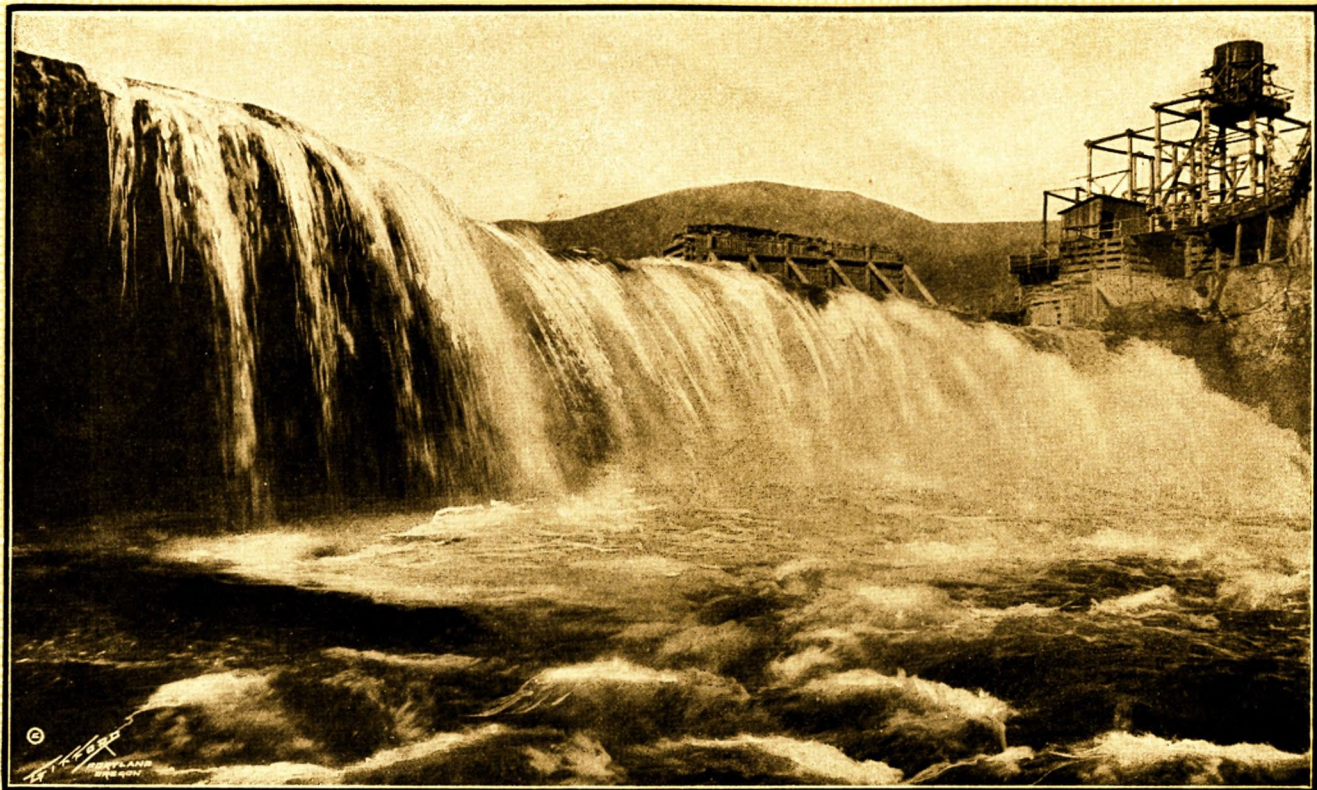
*Crown Point*, where the Columbia River Highway encircles the crest of Thor's Heights. For more than a mile beyond, between this point and the city of Portland, the Highway hangs on the edge of a cliff 925 feet high.





*Mitchell Point*, a high wall of rock, seemed to stand like a lion in the path of the highway builders, but for 390 feet they tunneled through the mountain, and cut huge windows in the tunnel side, overlooking Columbia Gorge.





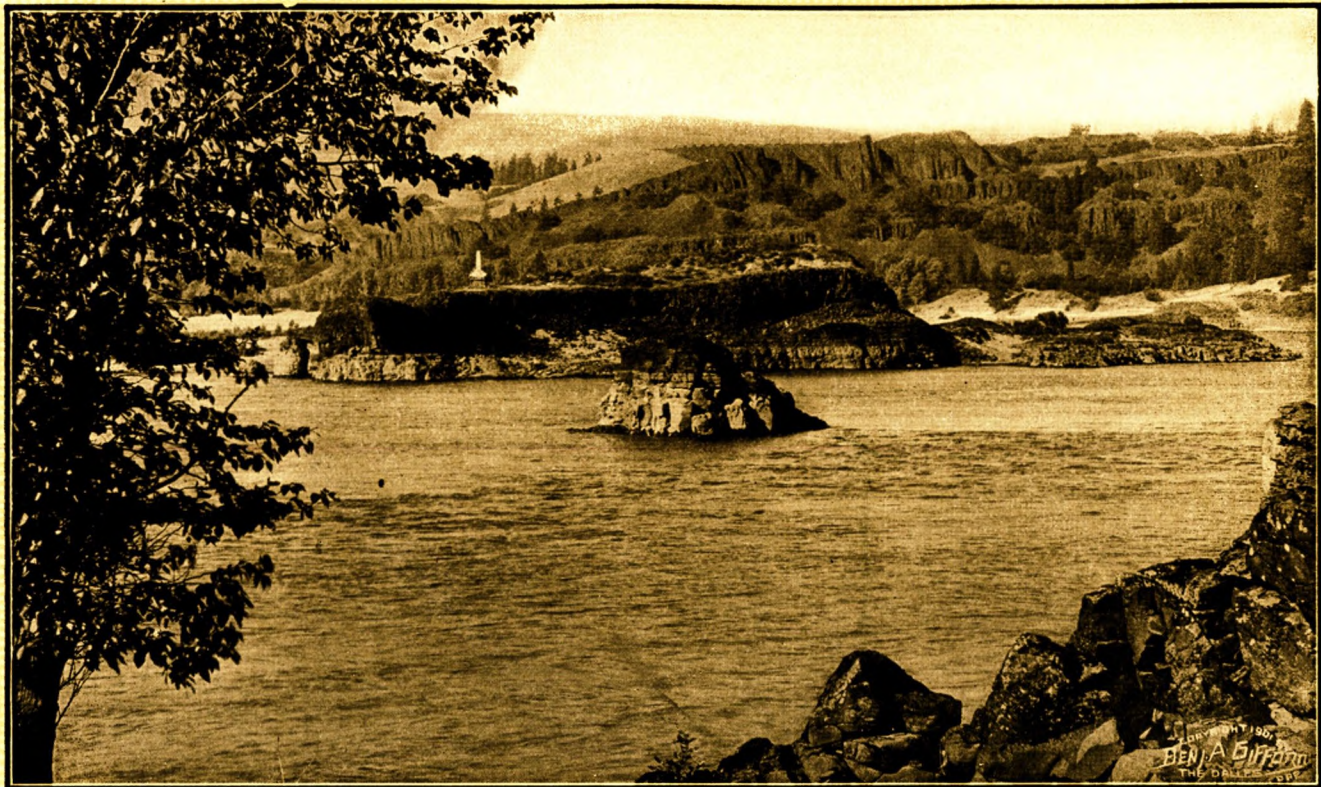
*Celilo Falls* (see page 39), because of its salmon-leap, has long been a favorite Indian fishing ground, and in this vicinity one may see the fish wheels which, revolving with the current, scoop up the salmon swimming against the stream.





*Columbia River Salmon* are famous the world over. In the photograph Indians are seen spearing and netting the great fish near The Dalles. The value of fish each year taken from this great stream amounts to millions of dollars.





*Memaloose Island* (see page 39), where the Indians from time out of mind have buried their dead, is passed about midway of the route through the Columbia Gorge, and before the walls of the Gorge have attained their greatest height.



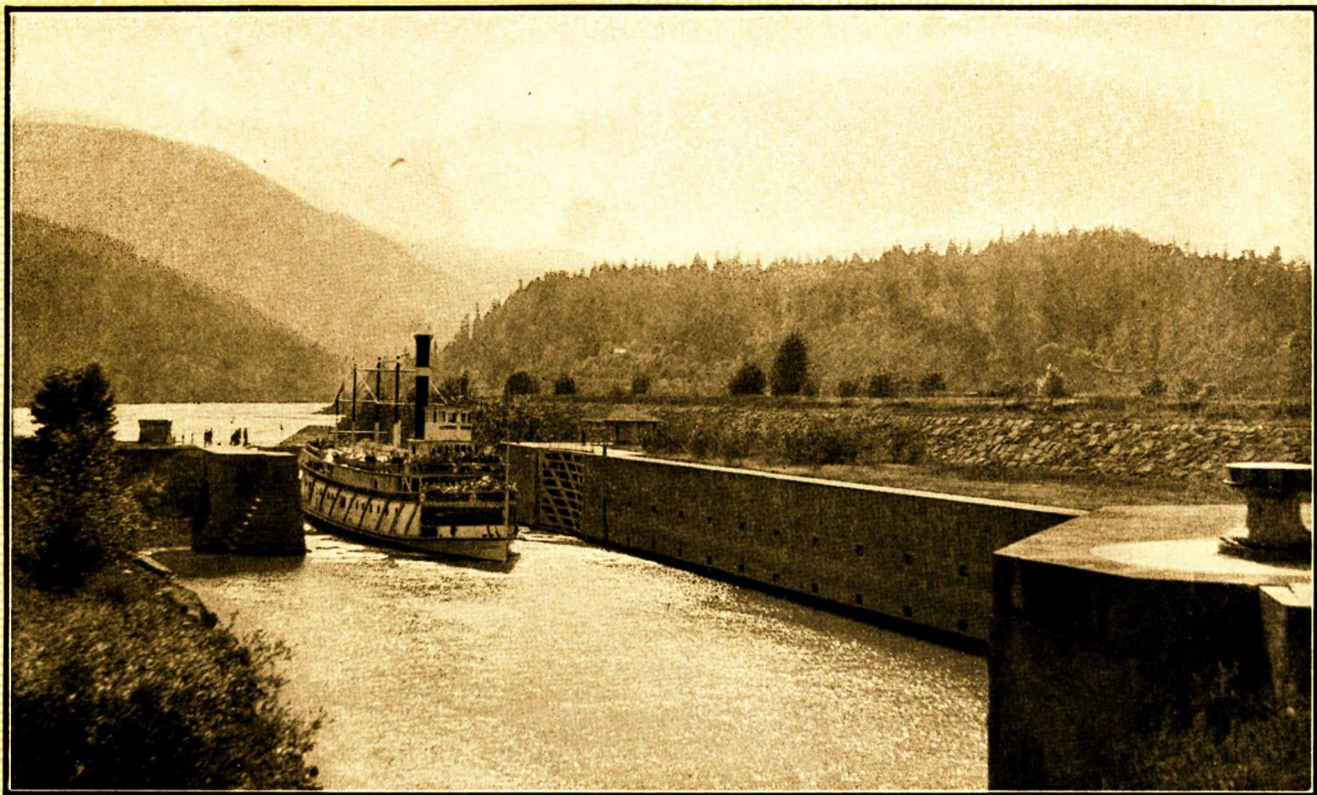
*Larch Mountain*, on whose crest this log shelter has been built by the Trails Club of Oregon, is the objective point of a picturesque trail that starts from Multnomah Falls (see pages 33, 34). This is a favorite summer jaunt.



*Horseshoe Bend, Deschutes Canyon.*—Through this imposing gorge the Deschutes River, "the river that never changes," however much melting snows may augment its volume, flows northward into the Columbia River.

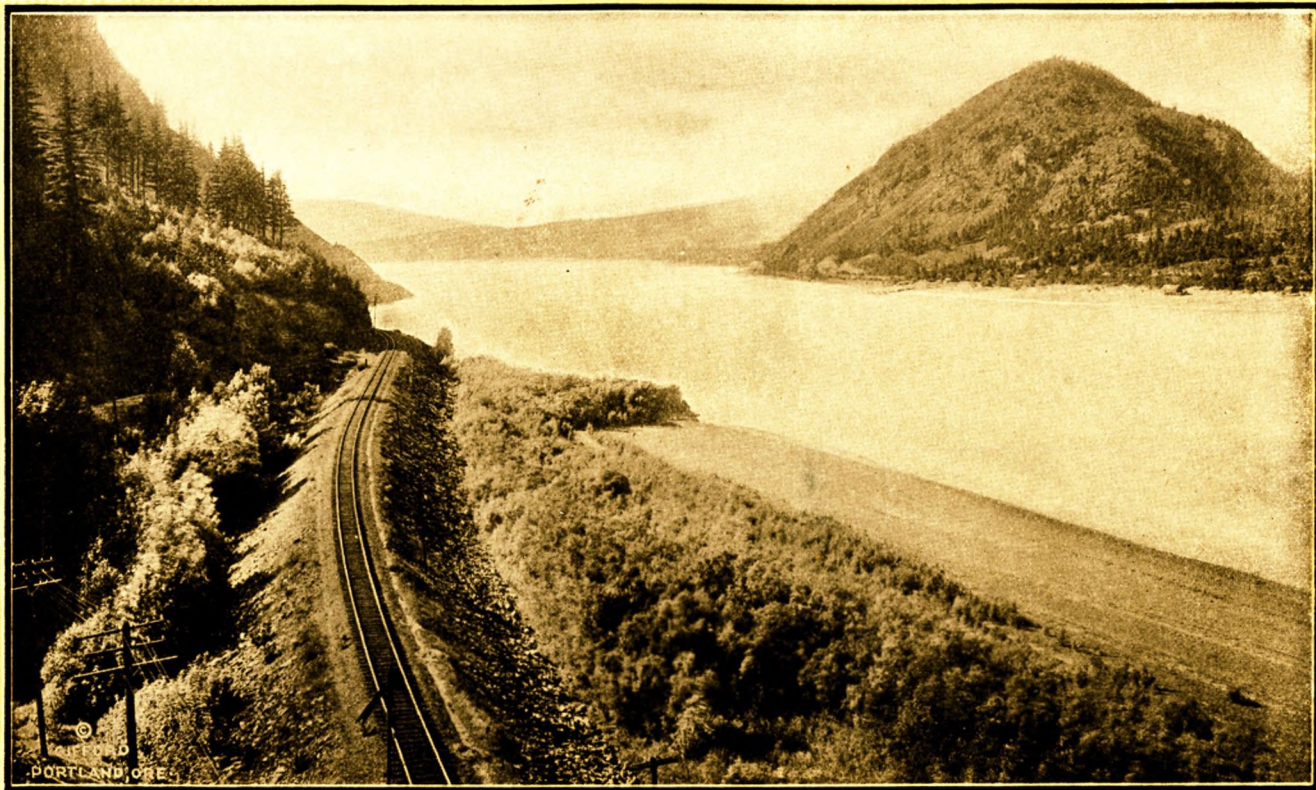






*The Cascades Locks, which with a 3,000-foot canal opened in 1896, cost about \$4,000,000. Formerly navigation was impossible beyond this point. Vessels drawing eight feet now can ascend to The Dalles at all seasons.*





*Columbia River Gorge Route of the Union Pacific System, seen from the Oregon side. This level riverside right of way obviates the 4,000-foot ascent of the Cascades divide and the use of two and sometimes three locomotives.*



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*Portland, Oregon, known as the "Rose City" from the profusion of flowers nourished by its mild climate, has in its entirety all the appearance of one great park, from every portion of which Mount Hood is visible. (See page 40.)*





*"Cloud Cap Inn,"* securely anchored to the side of Mount Hood (see page 41), four miles from the summit. Mount Hood has an elevation of 11,225 feet. Visitors with mountaineering proclivities here find a task to test their mettle.



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*Scaling Mount Hood* (see page 40) is accomplished under the direction of experienced guides, and without danger. Mammoth glacial fields and yawning crevasses excite admiration and awe. The homeward trip is a mere toboggan-slide.





*Tacoma, Washington, Mount Rainier—Tacoma in the Distance.*—This is a city of 108,500 inhabitants where fifteen years ago there were but one-third that number. Its remarkable waterfront is practically a readymade harbor. (See page 42.)



*Spokane, Washington, metropolis of the "Inland Empire," is noteworthy in having one of the largest power-development plants in the country, on Spokane River, in the heart of the City, where 400,000 electrical horsepower is made possible. (See page 38.)*





*Seattle, Washington* (see page 43), with a population estimated at 330,000, is located on a protected bay of Puget Sound, a magnificent harbor which is supplemented by Lakes Union and Washington and a government ship canal.





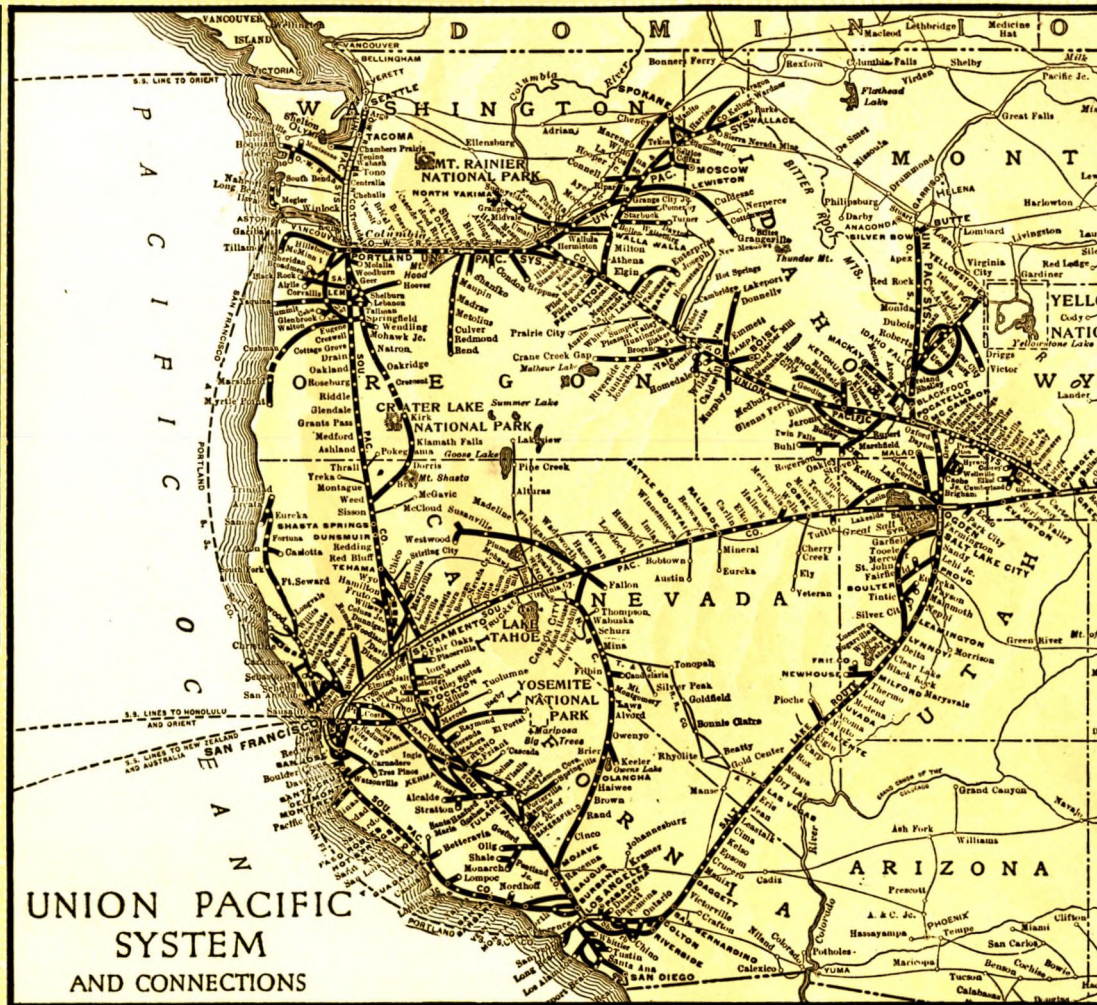


*Lumber Shipping near Seattle.*—The forested slopes of the Olympics, to the west, and of the Cascades, to the east, supply the boundless store of fir and cedar that feeds the mills and supports the ocean-borne commerce of Seattle.



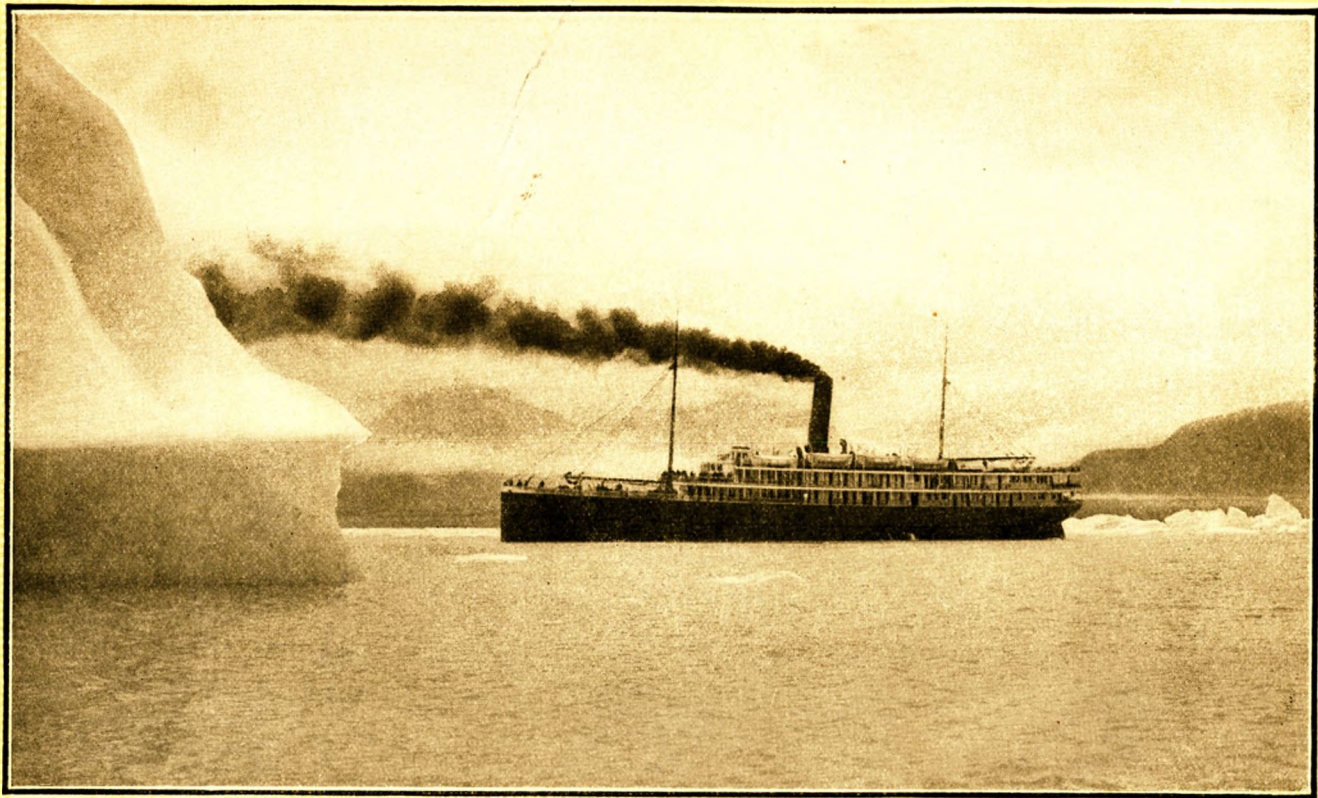


Multnomah Falls and Columbia River Highway as seen from Union Pacific System trains.

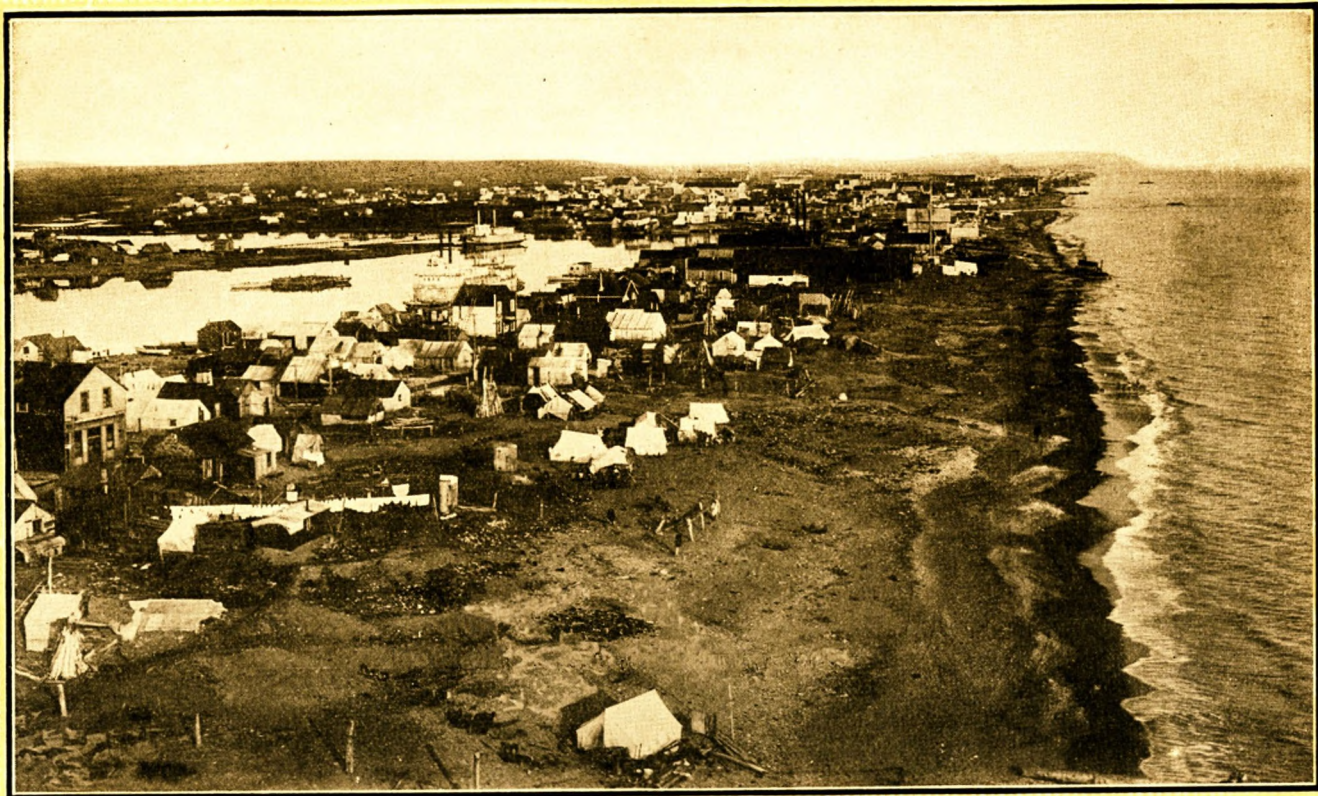




Latourelle Falls, one of dozens of Cascades along the Columbia River Highway which parallels the Union Pacific System.



*Facing a "Live Glacier," near Admiralty Island, Alaska, is one of the thousand and one unique experiences that form part of the trip to Uncle Sam's northernmost possession. To the right is a newborn iceberg.*



*Nome, Alaska* (see page 46), has not yet settled down from the excitement of its spectacular gold rush, and is seen in the photograph just passing from the chrysalis stage of tents into the permanent life of substantial buildings.



*Alpine Grandeur* is the accepted "yardstick" for use in description of mountain scenery; but one who has seen not only the Alps, but also *White Pass*, will be likely ever afterward to use these ragged peaks as basis of comparison.





*Beyond White Pass, A Contrast!* The agricultural resources of Alaska are beyond anything the untraveled American would believe possible. These greenhouses and gardens are on the experimental farm at Fairbanks, Alaska.





*Sitka*, quaint old Russian capital of Alaska, where in 1867 Prince Matsukov, the Commissioner, hauled down the flag of the Czar, though the glory of its fur-trading days is gone, retains a charm altogether unique and compelling.





*Dawson*, goal of the Klondikers in '98, is now a bustling, orderly city where men and women transact their business with all the conveniences of the century and divert themselves with the amusements conventional "back home."

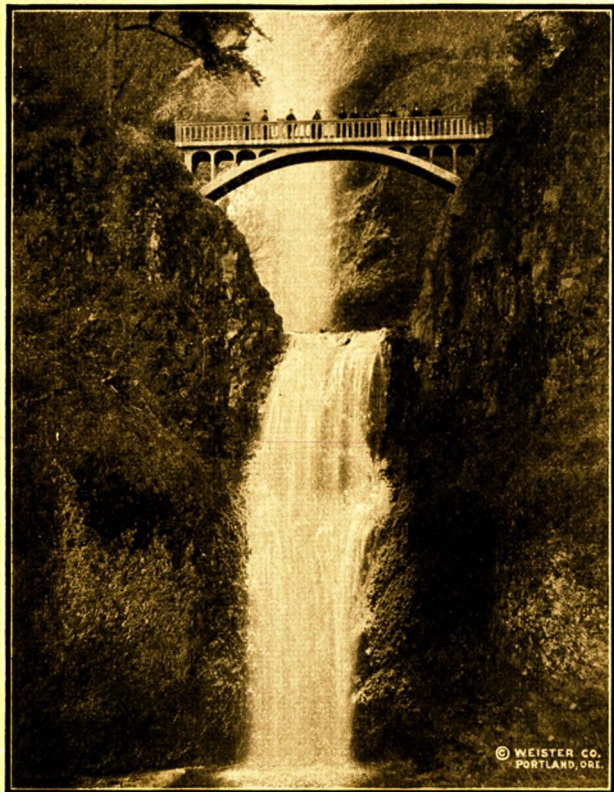


*Approach to Mitchell Point, showing the routes of the Union Pacific System and the Columbia River Highway. Beyond this point is the remarkable tunnel whose gigantic windows are shown on page 9.*

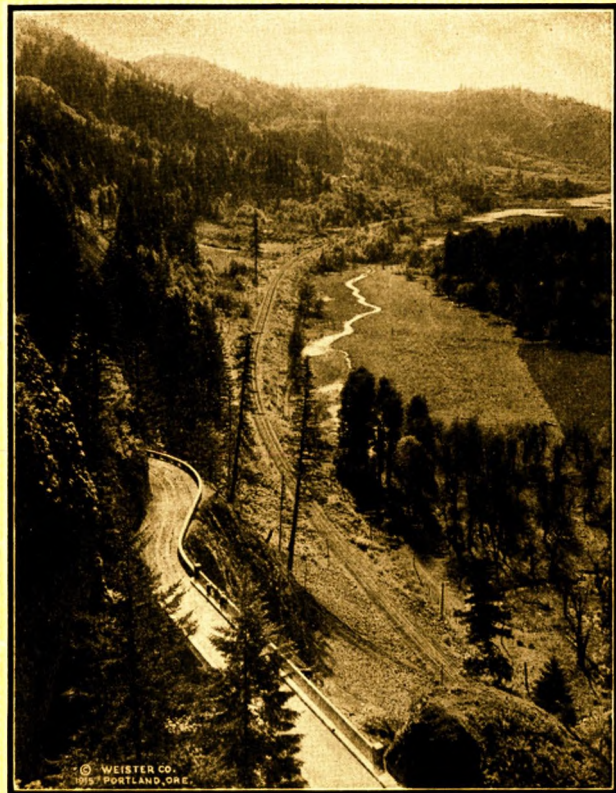


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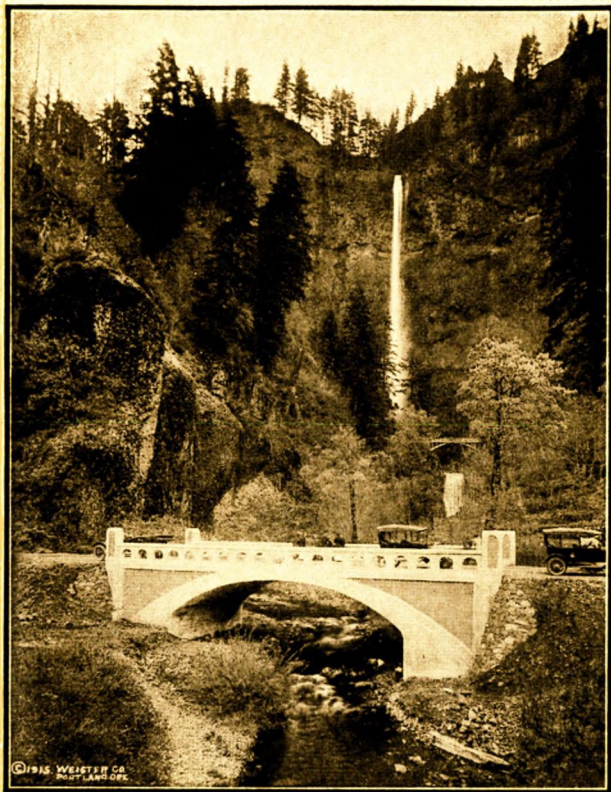
*Horsetail Falls, visible from the car windows in its plunge of 300 feet over the cliff, might have been set up on the mountainside for the special benefit of Union Pacific travelers. Its spray sweeps the Highway.*



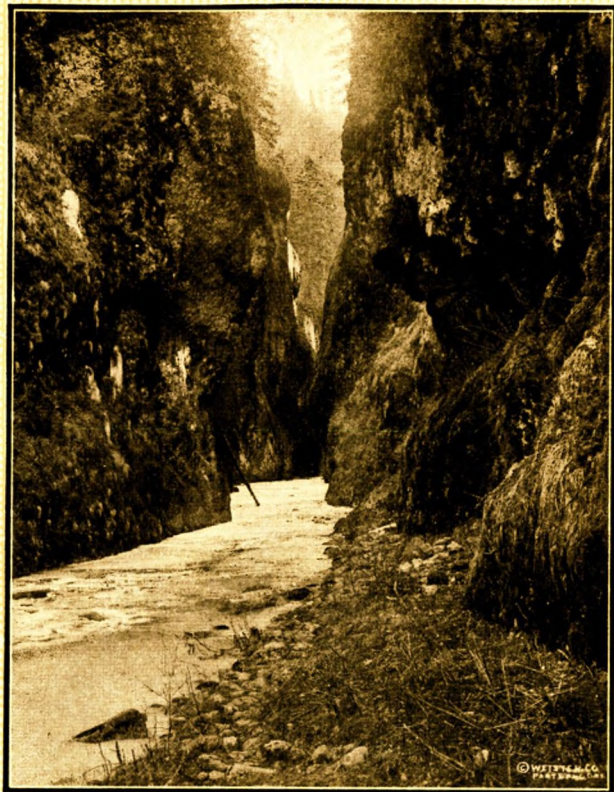
*Lower Multnomah Falls*, here seen in closer view than on page 34, with a portion of the Upper Falls beyond, has a plunge of 66 feet; the upper fall, 607 feet. Excursions run frequently from Portland.



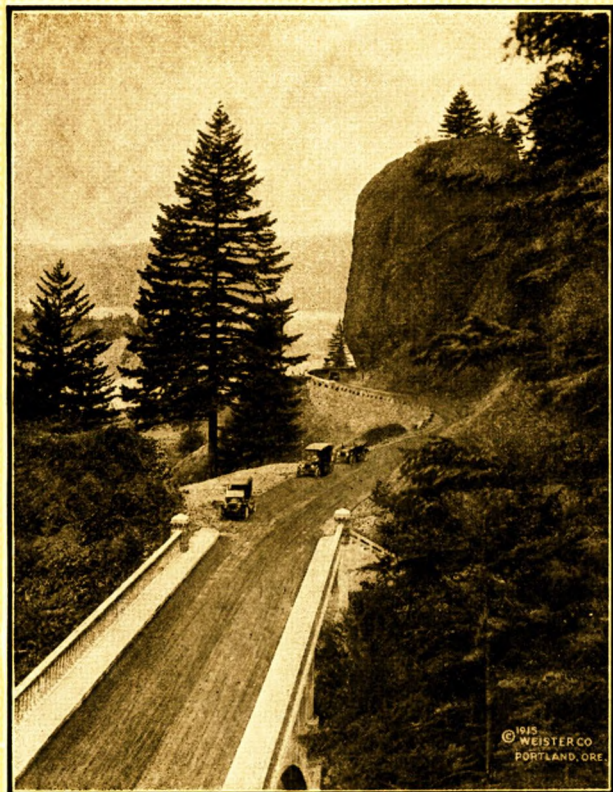
*"The Scenic Columbia River Route"* of the Union Pacific System, as shown in this photograph, for 200 miles skirts the Oregon wall of the gorge and is paralleled by the smooth Columbia River Highway.



*A Boulevard in the Mountains!* Here Multnomah Falls, gem of the many Columbia Gorge cata-racts, is the joint possession of the steel highway and the motor road. To Larch Mountain is a climb of 4,000 feet.



*Oneonta Gorge*, a deep cleft in the mountainside just beyond Horsetail Falls, almost hides in its recesses yet another crystal cataract. From the firs and hemlocks and spruce hang festoons of flowering vines.

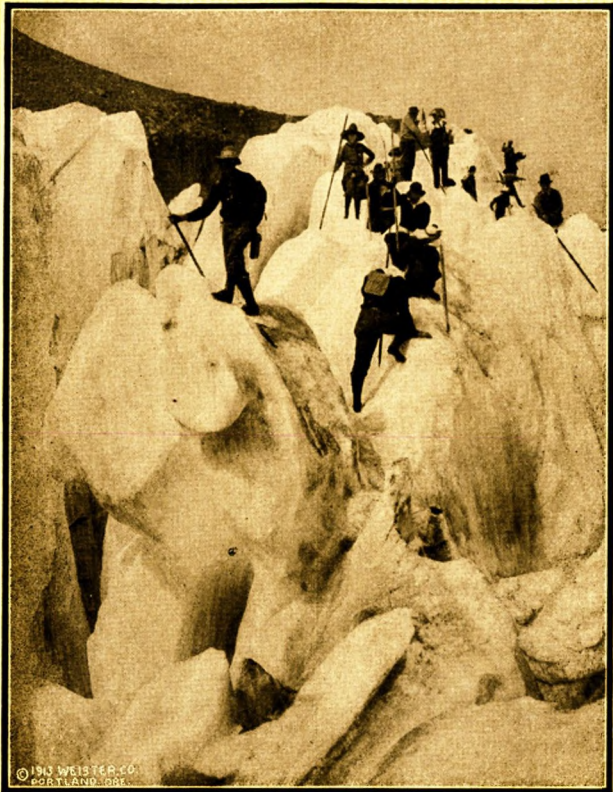


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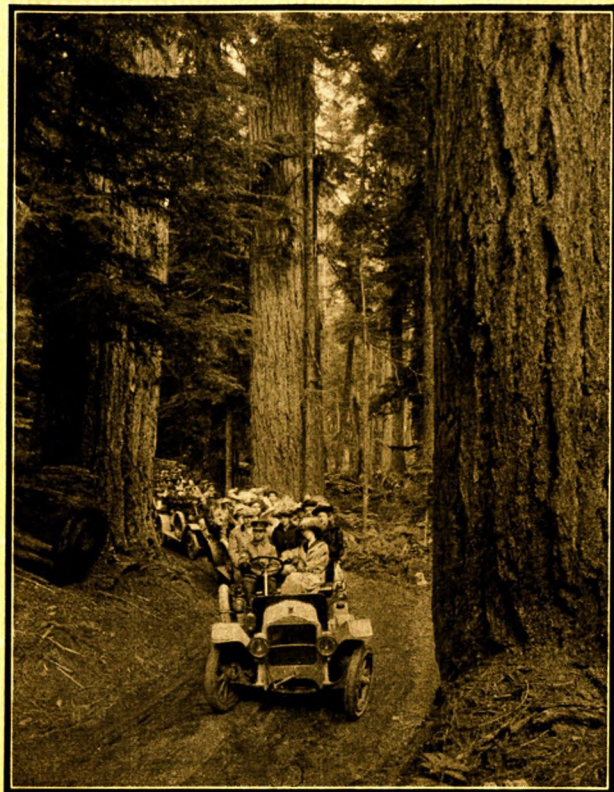
*Shepperd's Dell Bridge, on the Columbia River Highway.*—This structure, beyond which are seen the Domes, is 150 feet in length and 140 feet above the Union Pacific tracks, and typical of the Highway construction.



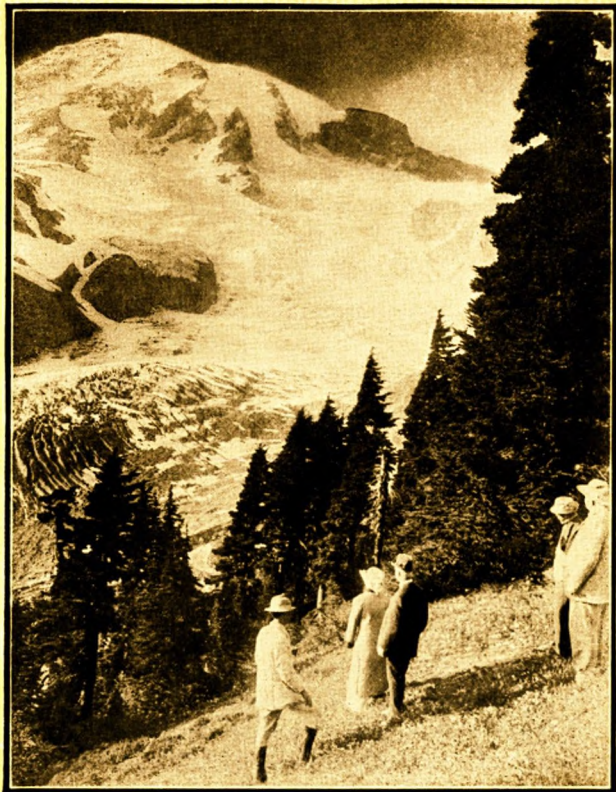
*Hood River Valley, known by the Indians as Waukoma, "the Place of Cottonwoods," is the home of Oregon's Great, Big Red Apple. Stately Mount Hood is seen in the southern distance.*



*Negotiating Elliot Glacier, on Mount Hood, is no easy task, even for an experienced cragsman. Like all the Cascades peaks, Mount Hood is an extinct volcano. For sport, the region hereabouts is unsurpassed.*



*Off for Mount Rainier National Park! The beautiful highway, 56 miles long, from Tacoma to the Park entrance, winds among forest trees whose massive trunks dwarf man-made structures into utter insignificance.*



*Paradise Valley, in Mount Rainier National Park, is the spot in this incomparable Park where flowers and glacier meet. This point is distant from the entrance by 20 miles, by well kept government road.*



*Five Finger Rapids, which took sad toll of gold-seekers' lives not so long ago, now are "shot" in safety by Yukon steamers. Five grim fingers of rock clutch through the angry stream, and skillful piloting is requisite.*

## NOTES BY THE WAY

THE Great Pacific Northwest, albeit a broad and general expression, announces itself forcibly when the traveler crosses Snake River into Oregon. Traversing the broad, undulating valley of the Powder River, flanked on one hand by the range of the same name, and on the other by the foothills of the Alp-like Blue Mountains, one passes miles of fruitful farms and orchards in evidence of extensive irrigation works, reinforced by individual industry.

In the Wallowa Country beyond the Powder River Mountains to the east, with its fir-bordered lake set amongst the peaks, are found streams stocked with silver, bull, Dolly Varden, and brook trout in satisfying abundance.

THE WHEAT GRANARY OF EASTERN OREGON is the Umatilla Country, at the center of which are the fertile lands of the Umatilla Indian Reservation. In its volcanic soil—exceedingly productive under irrigation—and its crop-adaptability—this grain and fruit-growing region is typical of much of Eastern Oregon.

Pendleton, the commercial center, is the scene, every September, of a great "Sons of the Range" carnival, "The Round-up"—made famous in fiction and photo-play, which swells the population from its normal 7,000 to more than 50,000. This is the junction point for the Spokane branch of the Union Pacific System, which passes through historic Walla Walla.

SPOKANE, situated in a beautiful valley 1,900 feet above sea-level, with Mount Spokane, the highest snow-peak in Eastern Washington, standing sentinel, and Spokane Falls, a mountain waterfall, in its very heart, is highly favored in location and climate, but particularly advantaged in having tributary to it the "Inland Empire" of Washington. This territory in one year produced from forests, mines, orchards, farms, and ranges, no less than \$360,298,080. Spokane has 1,933 acres in public parks—an acre to each fifty-eight inhabitants. From Spokane River 172,000 electric horsepower have been developed, with another 150,000 available. The population is 135,000.



## THE GORGE OF THE BROAD COLUMBIA

WHEN the westward journey is resumed at Pendleton, the first great natural feature to claim attention is the gorge of the broad Columbia River. But to call a stream like this—flowing through a gorge such as this, with its sheer walls and receding mountain buttresses—merely “a feature” is tame indeed! Where the Deschutes River flows into the Columbia the Celilo Rapids and Falls obstruct navigation which has been restored by a \$5,000,000 canal eight and one-half miles long.

THE DALLES OF THE COLUMBIA, twelve miles beyond Celilo, where the torrential river is restricted to three narrow channels in the basalt rock—channels of unknown depth—is at the lower extremity of the rapids. To the southwest appear the peaks of the Cascade Mountains, dominated by the white pyramid of Mount Hood. Between The Dalles and Hood River, on Mema-loose Island, an Indian burying-ground protected by the Government, a lone granite shaft marks the resting-place of “Vic” Trevett, the Indians’ pioneer counsellor and friend.

“THE BRIDGE OF THE GODS,” according to a not-incredible Indian legend, once spanned the gorge at this point, and the mighty causeway, breaking down at no very remote period, produced various obstructions to navigation, also submerging a forest, the decaying trunks of which are visible at low water. The explorer Clark in 1805 mentioned these tree-trunks as “showing no signs of vegetating,” which indicates that the cataclysm was then recent.

As the valley-route trends westward from Mitchell Point, the Columbia gorge attains in its southern (Oregon) walls its greatest height. At intervals these walls are gashed by mountain streams, fed by Mount Hood’s melting snows, and each stream tumbles to river-level in a gracefully-spraying waterfall.

COLUMBIA GORGE NATIONAL PARK, a tract of 14,000 acres between Viente and Wyeth, has been set apart for public recreation. The streams are stocked with game-fish, and the Government, by the laying-out of trails and camping places, provides outing-opportunity for all comers.

## COLUMBIA RIVER HIGHWAY

**C**OLUMBIA River Highway, which between Hood River and Portland shares with the Union Pacific the honors of the world's greatest scenic thoroughfare, easily ranks as the most wonderful road-building work of all time. This smooth pathway through the Cascade Mountains is in all 200 miles long—hard-paved for forty-seven miles. All grades are easy, the curves graceful, and the road everywhere twenty-four feet in width. Beautiful concrete bridges and strong protective parapets make travel safe and comfortable. Built thus better than a Roman road, the Highway already has cost upwards of \$2,000,000.

**TROUT FISHING**, and that of the very best, would go almost without saying in a region of such labyrinthine seclusion, of dashing mountain streams and still, shady pools. Tanner Creek and Eagle Creek, in the mountains around Bonneville, are well-known to sportsmen, and the Government, by provision for camping-parties, constitutes itself a real patron of sport. Big game also is to be found in this vicinity.

**PORTLAND** and its remarkable commercial development were as inevitable as that the mingled waters of Columbia and Willamette should flow on to the sea. Here, at the confluence of these mighty streams, in the logic of human events was the site for a great city; for this strategic point is the center of a tributary area, highly productive, of 250,000 square miles, all connected with Portland by water communication. Ocean commerce, coastwise traffic, domestic trade—all are Portland's, in over-flowing measure. Forests and fields provide raw material for the development of vast manufactures of lumber and flour. Growth has been rapid, but not sporadic; the population is now 260,000 with per capita wealth high indeed.

**SIDE TRIPS.** — Weeks, as delightful as profitable, may be spent in exploring the environs. The trip down the lower Columbia (six hours by Union Pacific steamers) brings one to historic Astoria, founded in 1811 by John Jacob Astor as a trading post, and on the opposite shore are the gay and populous North Beach resorts.

## IN THE MOUNT HOOD COUNTRY

TO the summit of Mount Hood is an excursion more frequently made from Portland than as a side-trip from Hood River, when passed on the westward journey through Columbia Gorge. A two hours' trip brings the tourist again to Hood River, and an automobile conveys him to Cloud Cap Inn, a twenty-seven-mile spin, the last few miles of which, naturally, must be taken at low speed. The round-trip fare from Portland, automobile included, is \$12.50.

The Inn, from which an inspiring view is obtained, is merely a fresh point of departure for daily expeditions to the various glaciers of the Mount Hood system. Some of these trips require fortitude; others are as easy as a winter's-day tramp to cut a Christmas-tree at home.

For tourists who crave the exhilaration of mountain air, far-flung outlook, and the sense of "being high up," without the exertion, Mount Hood Lodge, at a lower level, will commend itself. It is open the year 'round. The round-trip fares in summertime are: From Portland, \$5; if by automobile from Hood River, \$8.

THE GREAT ADVENTURE—the ascent to the summit—is for the strong, although this is, perhaps, one of the easiest-scaled of western snow peaks. The necessary equipment comprises spiked shoes, bloomers, and sweaters for the women; goggles to prevent snow-blindness, a stout alpenstock, a canteen of water, and a small parcel of lunch tied to the belt. The view from the pinnacle well repays weariness. To the south, Mount Jefferson and the Three Sisters; dimly discerned in California, 300 miles away, Mount Shasta looms. The Willamette Valley is seen in its entirety, with here and there a glimpse of the silver river.

Sixty miles to the north appear Mount Adams and Mount St. Helens; on Puget Sound, Rainier-Tacoma, 100 miles distant. And that brilliant band of gold on the western horizon is the Pacific Ocean.

Cloud Cap Inn, in a word, offers the Union Pacific tourist the best opportunity he is likely ever to get, to look down from the "Roof of the World."

## THE CITIES ON PUGET SOUND

**T**ACOMA is situated on the highlands overlooking Commencement Bay, an arm of Puget Sound. At the foundation of its industry, as is the case with many cities of the Pacific Northwest, is the lumber business. The product of the great fir forests of Washington is marketed in large measure through this port. The annual product of the mills and woodworking plants of Tacoma and the immediate vicinity is valued at more than \$10,000,000. The waterfront, naturally, reflects the leading industries. A prominent feature is the great wheat warehouse of the railways, somewhat more than a mile in length. Tacoma also is a large producer of flour, the daily output being close upon 3,000 barrels.

Besides the trip to Mount Rainier National Park—which to tourist and resident alike is a matter of cherished obligation as well as a pleasure—Puget Sound offers a-thousand-and-one attractions. No waters in the world are more inviting than the Sound shore-line of more than 900 miles, abounding in nooks and windings.

**MOUNT RAINIER NATIONAL PARK** embraces in itself the greatest glacial system possessed by any mountain in the world. The Park covers eighteen square miles, the glacial system forty-five. If one might view Mount Rainier from the sky, the six great glaciers, moving rivers of ice, would make the peak appear like an immense starfish—each frozen arm the source of an icy stream. Other less important glaciers are scattered about the mountain's face, and, large and small, they number more than twenty. Of the larger glaciers, Nisqually is the most easily reached. One may walk out onto its surface to the head, and looking through the deep blue it has chiseled in the mountainside, see where, four miles below, it ends in a wall of ice and then becomes a liquid river.

Mount Rainier is 14,408 feet high, and peaks that cluster about it, though they rise to 6,000 feet, have the appearance of mere hills. In the forest are firs 300 feet high, unrivaled save by the California big-trees.

## SEATTLE, GATEWAY TO ALASKA

SEATTLE is a city of big resources and steady growth. One strongly-contributing factor in producing its prosperity and giving bright promise for its future is the cheapness of electric light and power, generated from the mountain waterfalls near at hand. In its rapid advancement in population and commercial consequence, Seattle is typical of the whole State of Washington, which in the last census period showed the largest percentage of growth of all the States of the Union. All the cities of the Pacific Northwest lying between the Cascades and the sea are blessed with a remarkably equable climate, in which, of course, Seattle shares. Seattle prides itself on being the most healthful large city in the world, as shown by the official records of mortality.

More than sixty-five steamship lines make Seattle their headquarters or port of call. It is a city of great buildings, numbering amongst its sky-scrappers one office-building forty-two stories high—the tallest west of New York City.

“OFF FOR ALASKA!” means taking ship at Seattle; for that port is the natural gateway to “the Aladdin’s Cave of the North.” If there were nothing else to insure the material growth of this city, that fact would be sufficient.

Three routes to Alaska offer the tourist much latitude for choice. Following the Inside Passage northwestward from Seattle, the course, for a matter of 600 miles, fringes the mainland of Canada, sheltered, for half the distance, by the huge length of Vancouver Island. There, at Dixon Entrance, the southernmost tip of Alaska is reached. The excursion to Skagway and return along an entirely inside route, may be accomplished in twelve days.

Or, veering more to the northwest, the journey may be prolonged to Cordova, Seward, Kodiak, and intermediate points in Southeastern Alaska, returning by way of Sitka. This round trip occupies nineteen days. Any Union Pacific representative will gladly quote rates for either tour or for the longer excursion, by the outside route to Nome, which occupies two weeks each way.

## ALONG THE ALASKAN COAST

ISLANDS and inlets — a maze of them — the latter deep fjords like those of Norway, convey the first characteristic impression of the Alaskan Coast. The headlands have become more rugged, and so few are the traces of man's handiwork that one immediately is struck with the untouched character of the scene. Not even the edges of this rough diamond have been chipped away.

Alaskan towns, however, quickly emerge from the stage of frontier uncouthness. Ketchikan, for instance, the first of them encountered, has planked streets, concrete buildings, creditable stores, and some very attractive homes on the hillsides. In the spots where man has settled, he has brought along the very latest findings from the world of science. Near Ketchikan is Metlakatla, a communal settlement developed entirely by Indians, unassisted.

Sailing past Admiralty Island, the first glacier is glimpsed — a "live" one — that is an ice-river that is still on the move. The surface of Alaska is dotted with these.

THE TREADWELL GOLD MINES, as respects tonnage of output, are the greatest in the world, notwithstanding the fact that the ore is low-grade. These famous mines are on Douglas Island, just across Gastineau Channel from Juneau. These diggings, the claims for which were sold by their original owner, "French Pete" for \$400, have produced many times the millions Seward paid for all Alaska, and show a tidy profit of \$5,000 a day.

Whoever recalls the details of the Klondike gold-rush in the late '90s will remember the rigors suffered by the pioneers along the dog-trail from Skagway to Dawson—will remember likewise the gold-intoxicated lawlessness of both towns in the early days. Skagway now has settled into a state of peaceful respectability, and now, as formerly, is chiefly important as a point of departure, being the southern terminus of the White Pass & Yukon Railway. Attractive gardens, gay with sweet peas and nodding poppies, give a hint of what is to be seen beyond; for, by one of those paradoxes peculiar to Alaska, the interior is anything but snowbound.

## THE INTERIOR OF ALASKA

**W**HITE PASS, immortal in the annals of the Klondike gold-fever, is easily negotiated, nowadays, by rail. Here, so long as the tourist can look out in comfort from the window of a parlor observation car, the scenery is sublime. One knows that the pioneers, clinging by hundreds to a rope, somehow struggled over the crest of the pass; but even today, covering the same trail by rail, wonders how.

The traveler, for the time being in Canadian territory, passes the shores of Lake Bennett, and arrives at the flat little town of White Horse, where the railway ends, and from which point the Yukon is navigable for 2,000 miles to the sea.

FIVE FINGER RAPIDS past, the route leads to "wild, wicked Dawson" of the old days, but wild, wicked Dawson no longer. Primitive mining, too — the mining of the gold-pan and sluice-box — has vanished, and in its stead one sees the dredge, symbol of big capital, carefully working over the old dumps and creek-beds. Hydraulic and quartz claims also are operated.

ALASKA'S RESOURCES in gold and furs have been so much the more spectacular in appeal to imagination that the farming possibilities had received scant attention until the Government undertook to foster the development of agricultural wealth. Yet there is more farming land in Alaska than in all the Scandinavian peninsula, and a large portion of the territory lies in the same latitude as Sweden, which supports a population of more than 10,000,000 stock and general farmers.

THE GOVERNMENT-OWNED RAILWAY which is being built from Anchorage, at the head of Cook Inlet, to the Matanuska coalfields, will open up a vast region, and considerable extensions are planned. The coal-bed of the district will provide fuel for the operation of the railway, and surrounding these coalfields are the districts best suited to agriculture, although approximately one-sixth of Alaska is capable of cultivation. Between Fairbanks and Chitina a winter stage-line is operated, so that the inhabitants are not entirely marooned at any season.

## THE IDEAL ROUTE

THE great Yukon, the reader thus will have seen, supplies this vast Territory with an interior line of communication made available by a minimum of railway-building—a fact that augurs well for its future development. Only one traveling for self-education or pleasure would be likely to use the river route for crossing Alaska's 2,000 miles from east to west, when the distance from Puget Sound to Nome is only 2,372 miles, and may be traveled in a fortnight.

NOME, the last town of importance on the northwest Alaskan coast, is on Seward Peninsula, opposite the mouth of the Yukon at St. Michaels. Scene of another picturesque gold-rush, it still retains its significance as an outfitting center for the mines.

ALASKA'S FISHING INDUSTRY is more important than her mines; for of the entire commerce of the territory, estimated for 1915 at \$90,000,000, fully 20 per cent is represented by the product of the fisheries. The salmon pack alone aggregates \$13,000,000 yearly.

These "pictured guide-posts" indicate a scenic highway every American ought to travel. The Great Pacific Northwest and Alaska—in all the beauty and the grandeur they spread before the traveler—in all the promise they hold out to seeker of home or business opportunity—belong to you.

And if you possess yourself of this that belongs to you, you will have it forever afterward fixed in your mind—

That the Union Pacific System, with its heavy rails and roadbed ballasted with dustless Sherman gravel, is pre-eminently the road of easy riding—

That the Union Pacific System, with its steel trains unsurpassed, its Pullman and dining-car equipment of the most modern type, is essentially the road of travel-comfort and luxury—

And that the Union Pacific, with its more miles of double-track than any other line to the Pacific Northwest, protected in every mile by automatic electric block safety signals is The Road of Safety—"The Standard Road of the West."



## THE SCENIC COLUMBIA RIVER ROUTE

THE UNION PACIFIC SYSTEM has two main gateways to the West. One at Council Bluffs and Omaha, by way of which travelers from Chicago and the East are carried; the other at Kansas City, which serves passengers from St. Louis and the Southeast. These two lines converge at Cheyenne and proceed westward to Ogden, which is the western terminus of the Union Pacific Railroad proper, as distinguished from the Union Pacific System.

At Granger, Wyoming, the real journey to the Great Pacific Northwest begins. Passengers who desire to tour Yellowstone National Park or the mining district around Butte, break their journey at Pocatello, Idaho; passengers for Spokane, at Pendleton, Oregon.

One who wishes to return from Portland by way of California has choice of either the Shasta Route or the San Francisco & Portland Steamship Company's ocean line.

Continuing northward to the Puget Sound termini of the Union Pacific, one finds at Tacoma the gateway to Mount Rainier National Park, and at Seattle makes steamship connection for Alaska.

THE OREGON-WASHINGTON LIMITED, a splendid train—without extra fare—gives daily through service from Chicago to Portland, Tacoma and Seattle, with connections from Denver, Kansas City and St. Louis.

Simply to catalogue the equipment—the Observation Club Car—the Drawing-Room and Compartment Sleeping-Cars—the Dining-Car Service of distinctive Union Pacific standard—conveys no adequate idea of the luxurious appointments of this most modern train.

For three days—on the through trans-continental trip—this train is the traveler's home; and it is a real home, with all the newest refinements of travel. There is the ladies' parlor and library; the men's buffet and lounging-room, in short, all the luxuries which experienced travelers appreciate.

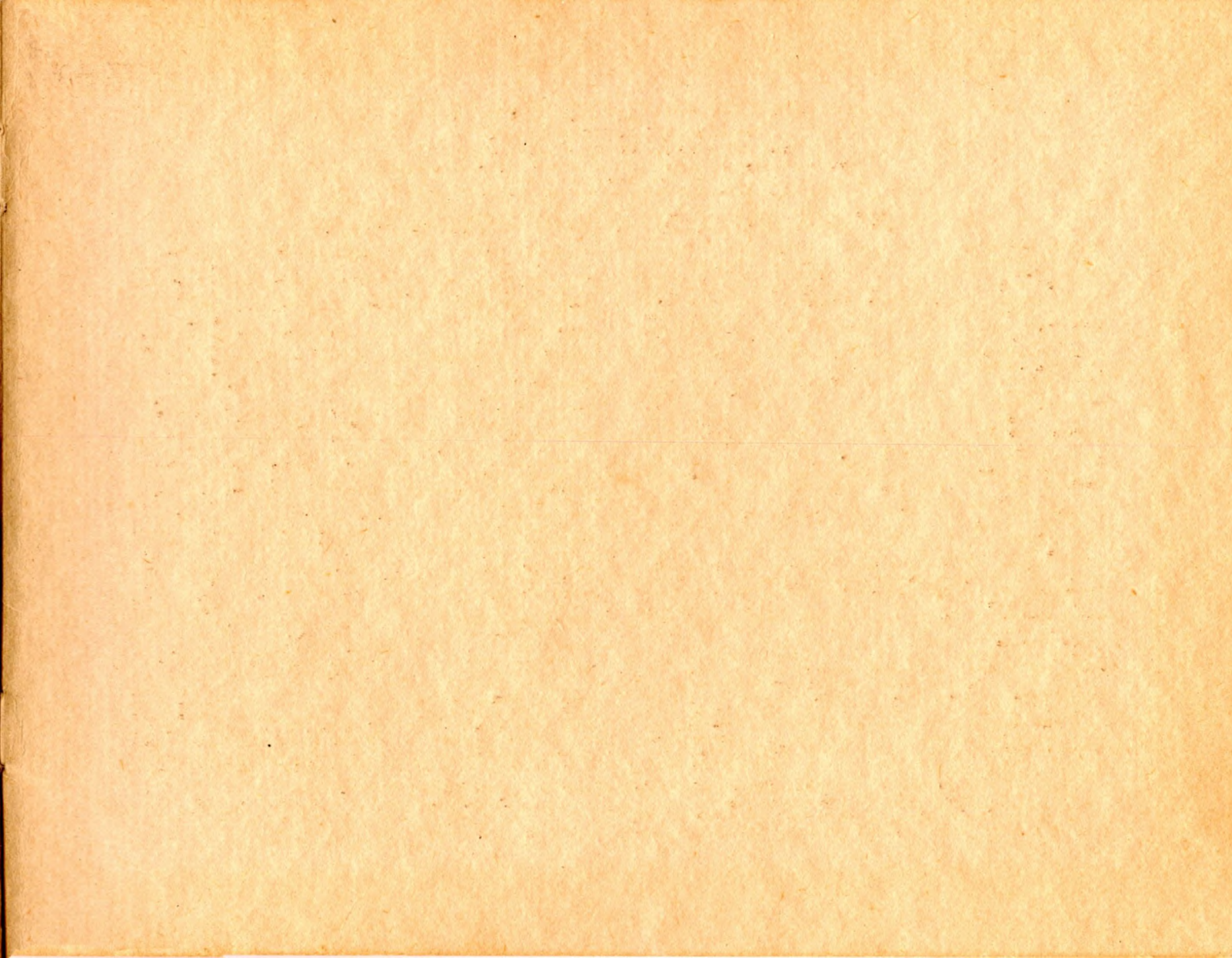
In fine, the train is worthy of the Columbia River Route, worthy of the Union Pacific System.

**UNION PACIFIC SYSTEM**  
 UNION PACIFIC RAILROAD COMPANY  
 OREGON SHORT LINE RAILROAD COMPANY  
 OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY  
 THE ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

**PASSENGER TRAFFIC DEPARTMENT REPRESENTATIVES**

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<b>Astoria, Oregon</b> .....	Union Pacific System Wharf	<b>New York, N. Y.</b> .....	309-310 Stewart Bldg., 280 Broadway
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W. S. Basinger, Assistant Passenger Traffic Manager, Union Pacific System, Omaha, Neb.  
 A. L. Craig, General Passenger Agent, U. P. R. R. Co., & St. J. & G. I. Ry. Co., Omaha, Neb.  
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THE SCENIC  
COLUMBIA  
RIVER ROUTE  
*to the*  
GREAT PACIFIC  
NORTHWEST  
*and*  
ALASKA